

The Hongkong Telegraph.

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第五十期四英两香港

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SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED \$10,000,000
CAPITAL PAID UP \$10,000,000
CAPITAL UNCALLED \$6,000,000
RESERVE FUND \$9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, LONDON, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SAN FRANCISCO, SHANGHAI,
BOMBAY, NEWCHWANG,
TIENTSIEN, LIAOYANG,
PEKING, DALNY,
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 2 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000] \$8,000,000

Silver Reserve \$8,000,000] \$8,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Goetz, Esq. H. Schubart, Esq.

Hon. W. J. Gresson E. Shellim, Esq.

A. Haupt, Esq. Hon. R. Shaw, Esq.

G. H. Medhurst, Esq. N. A. Siebs, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per Cent. per Annum.

For 6 months, 5% per Cent. per Annum.

For 12 months, 6% per Cent.

J. R. M. SMITH,

Chief Manager,

Hongkong, 27th March, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per

Cent. per annum.

Depositors may transfer at their opti-

mum of \$100 more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager,

Hongkong, 1st May, 1902. [22]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL \$10,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin
Tientsin
Calcutta
Tingtau
Hankow
Tsinanfu

LONDON BANKERS:

Messrs. N. M. ROTHECHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

M. HOMANN,

Manager,

Hongkong, 1st April, 1905. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

Hongkong, 28th May, 1905. [24]

SIEMSSSEN, & Co.

Hongkong, 28th May, 1905.

ALL SUFFERERS

FROM
NERVOUSNESS AND GENERAL
DEBILITY

SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—SURUGA-CHO, TOKYO.
LONDON BRANCH—44, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chinkoo, Tientsin, Newchwang, Fort Arthur, Seoul, Urumchi, Tientsin, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimomotsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Saspo, Milne, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I.C.C.).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways. Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mills, Tarawa, Namban and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hoko, Hondo, Ichimura, Kaneda, Mameda, Marusawa,
Oadra, Otsuji, Saishara, Tsubakuro, Yoshinotani, Yoshihi, Yonokawa and other Coals.

MINAMI, Manager, Hongkong.

[25]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,447,200

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account, and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,

20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels
SUBSCRIBED CAPITAL \$10,000,000
PAID-UP CAPITAL \$2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities,
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

1% per Annum Fixed Deposits for 3 months.

2% " " 6 "

3% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$100,000,000
RESERVE LIABILITY OF SHAREHOLDERS \$80,000,000
RESERVE FUND \$80,000,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3% "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904. [24]

ALL SUFFERERS

FROM
NERVOUSNESS AND GENERAL
DEBILITY

SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES \$1.50.

15, QUEEN'S ROAD-CENTRAL,

Hongkong, 1st April, 1905. [17]

Telephone
No. 75.

The best PILSENER in the East; ask for Kipper,
and see that you get it.

CALDBECK, MACREGOR & CO.,
SOLE AGENTS.

Hongkong, 1st April, 1905. [17]

Stamps.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRANGERS.	TO SAIL ON	REMARKS.

<tbl_r cells="4" ix

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,305 tons	Captain H. D. Jones.
"POWAN"	2,338 "	R. D. Thomas.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	1,093 "	J. J. Lossius.

Departures from Hongkong to Canton daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from Canton to Hongkong daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		
Canton to Macao		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,588 tons	Captain J. Willcox.
"NANNING"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Mahning, Komchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Link-Po, Link-To, Lo-Ting-Hau, Tak-Hing, Doulung and Fong-Chuen. Departure from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.

Canton to Tak Hing Single \$12.50, Return \$21.00.

Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Gapt. B. Branch.	S.S. "SANUI"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Dirss.	S.S. "HONGKONG"	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).			

FARES:—Hongkong to Kong Moon Single \$6.00

Hongkong to Kumchuk Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

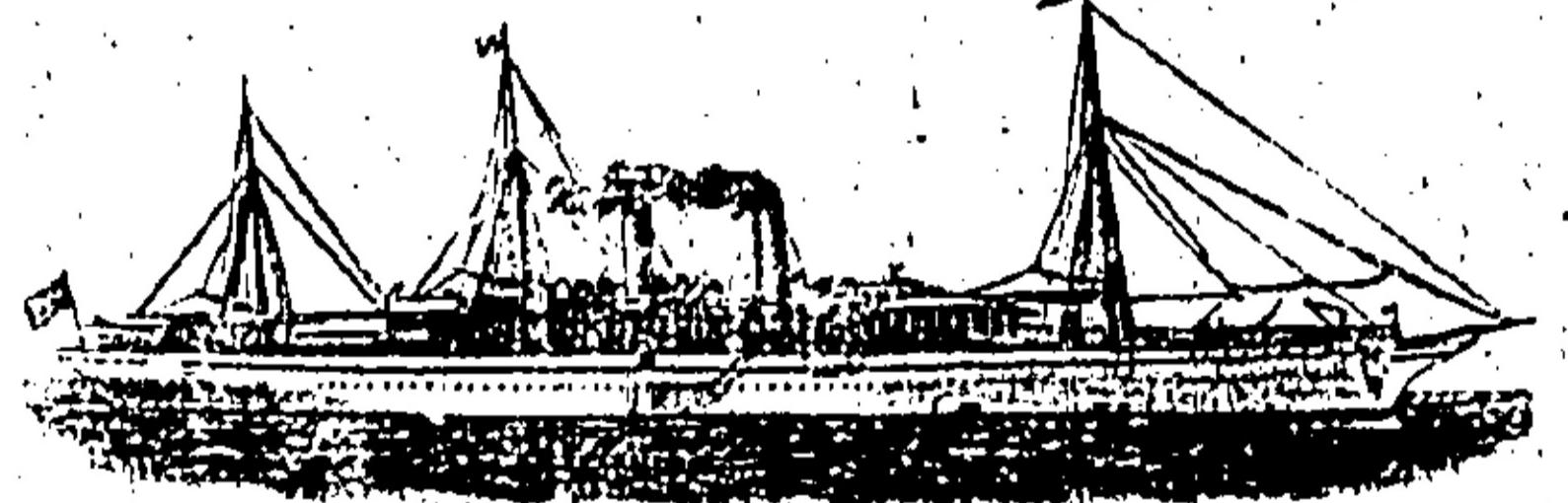
18, Bank Buildings, Queen's Road Central; opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,435 tons	Wednesday, 26th April.
"EMPERESS OF JAPAN"	6,000 "	Wednesday, 10th May.
"ATHENIAN"	5,440 "	Wednesday, 24th May.
"EMPERESS OF CHINA"	6,000 "	Wednesday, 31st May.
"EMPERESS OF INDIA"	6,000 "	Wednesday, 21st June.

"TARTAR" 4,435 tons Wednesday, 26th April.

Hongkong to London, 1st Class, \$125. Old St. Lawrence Co. Ltd. \$125. New York \$62.

Hongkong to London, Intermediate on Steamers and 1st Class Rail \$62.

Steamers and 1st Class Rail \$62.

THE magnificent "Twin-screw" "EMPERESS". Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S.'S "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage apply to

D. W. CRADOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 19th April, 1905.

G. Pedder's Street.

[10]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NASSOVIA	HAVRE and HAMBURG.	27th April. Freight.
Cantieny	(Calling at SINGAPORE & COCHIN).	
SERBIA	HAVRE and HAMBURG.	30th April. Freight.
Jacob	(Calling at SPORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE and HAMBURG.	2nd May. Freight and Passengers.
Maden	(Calling at SPORE, PENANG & COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	10th May. Freight.
Schoenfeld	(Calling at SPORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE and HAMBURG.	10th May. Freight.
Jabur	(Calling at SPORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	13th June. Freight.
von Hoy	(Calling at SPORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE and HAMBURG.	27th June. Freight.
Schmidt	(Calling at SPORE, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	25th May. Freight.
Habel	with liberty to call at the Malabar coast.	

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Ocean's Building.

Hongkong, 20th April, 1905.

[14]

D. NOMA, TATTOOER,

66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed at attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 15th November, 1904.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

PRINZ EITEL FRIEDRICH

PREUSSEN

ROON

BAVARIA

ZISTERNA

DARMSTADT

SACHSEN

SCHARHORN

PRINZ HEINRICH

PRINZ EITEL FRIEDRICH

SAILING DATES.

WEDNESDAY, 26th April.

WEDNESDAY, 10th May.

WEDNESDAY, 24th May.

WEDNESDAY, 7th June.

WEDNESDAY, 21st June.

WEDNESDAY, 12th July.

WEDNESDAY, 16th August.

WEDNESDAY, 30th August.

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Voeux Road.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.
A Splendid New Lot of
Pretty

LAMP
AND
ELECTRIC-
LIGHT
SHADES.

Highest Grade
obtainable.

DAINTY
TEA COSIES.

CHIC
TABLE COVERS.

ELEGANT
LACE
BEDSPREADS

with Pillow Shams
to match.

A Large Selection of
the Newest

ART
CRETONNES
AND
SATEENS.

CUSHION
COVERS
in large variety.

A range of Atkin's
Patent

SAFETY
FILTERS.

Newest Patent
WRINGERS
from \$8.50 to \$15 each.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.
Hongkong, 19th April, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION,

TO-MORROW,
the 26th April, 1905; at Noon, at the Sam Yick Coal Godown, Mong-kok-tui,

ABOUT 1,200 TONS

K A I P I N G C O A L,

(half Lump and half Small).

A Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers,

Hongkong, 25th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from P. A. SCHLUMBERGER, Esq., to sell by PUBLIC AUCTION,

TO-MORROW,

the 26th April, 1905, at 2.30 P.M., within his residence, "Lyee-mun," The Peak,

THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
THEREIN CONTAINED:

Comprising—

TEAKWOOD EXTENSION DINING TABLE, WHATNOTS, BRUSSELS CARPET, TEAKWOOD WARDROBES with GLASS, TEAKWOOD BOOK-CASES, SINGLE IRON BEDSTEADS, BLACKWOOD CURIO STANDS, TOOLS, DINNER SERVICE, COOKING STOVE, &c., &c., &c.; ALSO

One set of French-made BED ROOM FURNITURE.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,

Hongkong, 25th April, 1905.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following
VALUABLE LEASEHOLD PROPERTY, situated at Victoria, in the Colony of Hongkong, v.v.—

All that PIECE or PARCEL of GROUND situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1665. Area 689 square feet. Term 75 years. Annual Crown Rent \$1.00 together with the messuage thereon, known as No. 8, Po Hoig Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors,

or to
GEO. P. LAMMERT, Auctioneer.

Hongkong, 25th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by

PUBLIC AUCTION,

ON

FRIDAY,

the 28th April, 1905, at 2 P.M., within his residence, "Glenfield," The Peak,

THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, TEAKWOOD SIDE-BOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE-TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS-MOUNTED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c.; ALSO

One COTTAGE PIANO, by M. F. Rathal & Co., Hamburg, One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS; One IRON-SAFE by Harris, Goodwin & Co., Birmingham and London;

AND

A Large Assortment of PLANTS in Pots.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th April, 1905.

PARTICULARS OF THE LOT.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

SOLE AGENT.—

H. RUTTONJEE,

5, D'Aguilar Street, Hongkong.

Elgin Road, Kowloon,

Hongkong, 19th April, 1905.

THE ROMANCE OF PAPER-MAKING.

BY W. T. PALMER.

On the manufacture of paper has hinged the whole progress of civilisation. Nalutis have ever graded in point of culture and power by their ability to produce and use this staple. The clumsy, encrusted brick of the Assyrian races, the costly and scarce parchment of the Persians, the cumbrous waxed tablets of ancient Greece, each carried these nations to the front of their more savage competitors, but their advancement is halting when compared with the intellectual progress of the Egyptians, whose every day medium for the record and interchange of thought was the easily-prepared and convenient papyrus. The subjects on which successive talented generations by the Nile exhausted their powers were by them advanced to a marked degree. The priests and literati, even the educated classes below them, of that far-off time possessed rich stores of various knowledge which modern research, from the vague borderland to which it has with so much difficulty attained, can do little more than guess at. After the fall of Egypt, and the centuries of riot of barbarism in all parts of the world (save perhaps China), men again began to be dissatisfied that the noblest acts of their times should be relegated to the uncertainties of legend and ballad, so a new race of scribes began to live in the monasteries and courts of Europe. And perhaps previous to this desire for written histories, the copying of Holy Writ had been carried on. The merging of minor chieftainships into the grand domains and concerns of the Emperor also had its influence on the increased necessity for writing, and as parchment was so scarce the need for a new medium began to be more felt. Thus paper began to be prepared from pulped rags, from straw, from the barks of various trees, so that when the science of printing was again evolved (the Egyptians possessed this secret in its entirety ages before), a plentiful supply was available for the hand presses of Canton, Wynkin de Worde, and their successors. The history of paper, and the record of its various influences on nations and individuals, from this point onward to the present day, is too wide a subject for this sketch, so again long ages are stepped across to reach the modern story of how paper is made.

Speaking commercially, paper is no longer made of rags. Within the last thirty years four different staples have been used: The first was rags; then surat, a kind of bark brought from India; waste jute was next in use, and now wood pulp. The production of paper in these days is also a very different thing from that detailed by Herodotus in his description of the Deltaic wonders. The learned Greek tells how the men of the Nile swamps split the papyrus reeds and took from within the tough covering skin after skin of the most durable material. Machinery, costing many thousands of pounds, is found in every modern paper-mill; it is in charge of skilled men. Its functions are governed by expert mechanics, the material is in charge of capable chemists. Of course, that luxury of connoisseurs, hand-made paper, is still produced in antique implements and by time-honoured methods.

Among the trees in a Norwegian dell men with axes in hand are moving: one steps in front of this foot-thick sapling, and a few powerful swinging strokes bring it down. The branches are rapidly lopped away and the trunk dragged to the water's edge. A push and away the log is whirled seaward. At the mouth of the river the number is diverted into a cross-channel, floated to the wharf and placed on board the vessel for export. Many of the logs from Norwegian forests, however, and all those set aside in Canada for paper manufacture, are reduced to pulp at factories by the shores of those countries. After passing the North Sea the lumber boat arrives at some English port, and here its cargo, unloaded by steam cranes, is placed on railway trucks en route for the mills. The logs are thrown from the trucks into shallow ponds till required for use.

Now the appointed hour has arrived, and a batch of baulks are in the grapping iron. They are carried into the mills and by various machines sawn into small pieces. These are placed in huge boilers with quantities of sulphur and other solvents, and are kept at a high heat for many hours. The wonderful structure of cells and fibres has by that time been broken down, and the resultant mass, after being ground into fine fragments, is drained and pressed between damp rollers. The pulp as it comes through this process is formed into long sheets of the appearance of wet, neutral-tinted flannel; it is also soft and yielding; a finger can be easily pushed through though the sheet is half an inch thick. Thus, in modern mills, the log is reduced to pulp in three or four days; formerly, when water was the only known solvent, the operation took months to perform.

Here let it be added that a portion of the world's wood pulp is not made into paper; much, though in reality a distinct material, is often counterfeited by it, and most of our cards are pulped sheets pressed tough and thin, and covered with a glaze, which permits them to be written upon.

The pulp to be converted into paper is again ground up—for hours this time—with a large quantity of water intermixed. The current of pulp and water is forced round and round an elliptical tank, passing into the "beater"—shaped like a paddle-box of an antiquated steamer—on each journey. After hundreds of such passages the breaker fails to make any further impression on the particles, which are then pumped away to another machine, where a constant stream of water clears away all impurities, chance lumps, etc. If the paper is to be coloured a quantity of strong aniline dye is mixed with it at this stage. Now, in turbulent streams, the paper runs down towards the "making machine." This is a wonderful ma-

chine, a long succession, yet in perfect order of troughs and pulleys and cogs, of cells and diverse-sized wheels, of cold cylinders and steam-heated ones. The material as it is carried along completely changes its nature. Stand a moment by the machine and consider its working. Note also the watchfulness of the man in charge. He is ever tearing out small squares, which he weighs in a delicate balance; his eye is upon the colouring; upon the volume which the machine is dealing with. Should any one of the various pipes fail in its supply the paper is spoiled in comparison to the sample lying before the man in charge. Then, too, the hundred-foot-long monster needs perpetual attention, for unless it runs smoothly the product is simply waste.

The water with paper particles in solution runs down into a transverse tank from which it emerges in a broad current on to a finely woven endless-wire mat, which is moving forward. So fine are the meshes that a hundred and sixty are found in a single square inch: the effect of these narrow interstices is that as the wire runs on its forty feet level, the water ebbs away. The little dots of material are left on the surface, and by their own weight fall into a soft pulp. The fibres with which each fibre is clothed knit themselves together, and the pressure of a funnel-covered roller completes the process of consolidation. After passing this roller the fabric is strong enough to hold together; if care is taken, it is easily fed along felt blankets revolving at a slow speed, and then on to a cylinder, twelve feet in diameter, revolving and heated by steam. This dries the paper, which is to the average eye almost a finished product. Closer observation, however, shows that it could not be written or printed upon: the surface is rough and spongy, blurring at the touch of ink.

The completing processes are now taken in hand. A liquid "size" of resin, china clay, and other ingredients is prepared, and the reel of paper is passed through it. If one side only is to be "finished" this is comparatively simple, but for both sides to be treated the paper is conducted over a mate of rollers till it becomes difficult for the onlooker to say where the real course of the web lies. After airing the paper is passed between hot rollers—steel tubes heated with steam—and comes out smooth and polished fit for the pen or the press. The hot-roller treatment is only used to certain classes of paper, for the pressure is sufficient to make unsized paper retain ink without blurring.

The machine by which a reel of paper six inches wide, and perhaps three-quarters of a mile long, is cut into sheets say 30 inches by 30 inches in size, is worth watching. Along a bar at the top of the frame four circular knives are set twenty inches apart; in front of them a long blade is fixed on a shaft running from side to side of the machine. When the paper is fed in and the machine started, the circular blades divide it accurately, while the long blade revolves at a regulated speed so that when thirty inches of the reel have run it has journeyed round to the cutting point again. The deliberate motion of this knife when cutting a sixty inch sheet is an amusing contrast to the whirlwind of slashes which pieces of about ten inches long are going through.

The divided sheets are individually examined; in some the colour is not quite even, a small crease makes another considered imperfection. These sheets are thrown aside, and are sent back to a machine to be ground up, and afterwards remade. The perfect sheets are counted into reams, packed and marketed.

Perhaps a line on two special varieties of paper may be of interest. That tough paper with a muslin fabric apparently interwoven, used for registered envelopes in our post-offices, is made by pressing the muslin into the half-made paper as it passes round the huge steam chest after the journey along the training wire. What is called art paper is much used for some purposes—possessing sides of varying colour, say red and yellow, green and white. Most of this is made by varnishing a yellow sheet red on one side—an easy matter with proper machinery, but the first duplex papers were made by imposing two distinct sheets on top of one another in their half-made state, and pressing them together.—Ex.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 10/7/16

Do. demand 10/7

Do. 4 months' sight 10/8

France—Bank T.T. 2/35

America—Bank T.T. 4/5

Germany—Bank T.T. 1/18

India T.T. 1/42

Do. demand 1/40

Shanghai—Bank T.T. 7/12

Japan—Bank T.T. 9/12

Java—Bank T.T. 12/8

Peru—Bank T.T. 1/10

6 months' sight L/C. 1/10

6 months' sight L/C. 1/10

30 days' sight San Francisco & New York 4/5

4 months' sight 4/5

30 days' sight Sydney and Melbourne 1/17

4 months' sight France 2/39

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WINE AND SPIRIT
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BLEND

A WHISKY
OF
GREAT AGE
MATURE,
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AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

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Hongkong, 1st April, 1905.

THERE IS ONLY ONE

CLUB No. I

WHISKY SOLD IN THE COLONY.

WE CALL IT NO. 1 BECAUSE

IT IS SO IN EVERY RESPECT:

IT IS OF GREAT AGE,

MATURED IN SHERRY CASKS,

MELOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT.

BESIDES,

IT IS BOTTLED AT HOME

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

\$18.00 PER DOZ.

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

BIRTHS.

On 10th April at Swatow, the wife of W. H. Campkin, of a daughter.
On 10th April, at Hankow, the wife of F. L. Harrison, of a daughter.

MARRIAGES.

At the Presbyterian Church, Singapore, on April 13th, H. P. KINGHORN, of the Singapore Municipality to MARGARET NUNN BUSHELL, youngest daughter of the late Arthur John Bushell, of Barnstaple, South Devon and Dartmoor.

On 20th April, at Shanghai, JOHN LENNOX, son of John Lennox of Liverpool, to JOANNA LOUIS FANNY, daughter of Francis Broomfield of West Dulwich, Surrey.

On 20th April, at Shanghai, ROBERT CRIDLAND, second son of C. W. Farbridge of Chorlton-cum-Hardy, Lancashire to LILIAN STUART, eldest daughter of J. B. Walsh, of Bolton, Lancashire.

On 20th March, at Shanghai, the Rev. G. H. SMALLE to JESSIE M. GREEN, both of Wenchow.

DEATHS.

On 8th April, at Wuchang, HELEN ISABELLA, daughter of Dr. and Mrs. Robert Horland, aged five years and eight months.

On the 22nd inst., at his residence, "Beaumanor," Moseley, Birmingham, England, WILLIAM COPWER, Esq., dearly beloved father of Nellie Gertrude and Percy Leo son, Holyoak.

Two priests from the Royal West Kents were walking along the beach at East Point yesterday when they found an old abandoned sailing boat. They decided to have a cruise round the harbour, and so, pushing the boat into the water, they got in and shoved off. Their cruise was of very short duration as they had gone but a very little way when the craft quickly filled and sank under them, leaving them floundering in the water. They were picked up by a passing boat and safely landed.

A HANKOW letter reports that a Taoist named Huang and a General named Liu, who were appointed by Cantonese gentry interested in the Yuen-Han (Canton-Hankow) Railway to canvass the gentry and wealthy merchants of Hunan and Hupeh provinces to join the Southerners in raising a sufficient fund for the construction of that line with Chinese money, have succeeded in getting a large number of wealthy people of Hupeh province to subscribe towards the fund and make a handsome addition to the large sum already subscribed in the South and in Hunan province.

An old Chinese woman was arrested on Sunday for fighting and creating a disturbance at West Point, and being disorderly when ordered to "move on." She was taken to No. 7 Police Station and placed in a cell, but had not been there long when, unwinding a long cloth from round her body, she attempted to commit suicide by hanging herself to the bar of the gate. She was discovered before any serious results accrued, and as she appeared to be in a bad way and very much exhausted, Inspector Collett sent her to the Government Civil Hospital. At the hospital she behaved so strangely that she was sent to the asylum and there the doctors pronounced her to be insane.

THE CHINESE ENGINEERING
AND MINING COMPANY
LIMITED.

THREE IMPORTANT TELEGRAMS.

The following telegrams, of which we published a very brief summary once before, are now in full in the native papers.

FROM CHANG YI TO VICEROY YUAN, 9TH
SECOND MOON.

Your wire of the 5th day noted and inquiry was made about the points immediately. According to the lawyers' statement that the "warrant of transfer" is not cancelled, the British Law Court gave judgment that all the clauses of the Memorandum must be observed or the Company cannot enjoy the advantage of the property. The Memorandum preserves China's sovereignty and the Director-General's administrative right over the Company will be the same as before. Therefore, the Chinese authorities will have the same power as they had before the Boxer trouble. Since the court of justice has given the judgment, the British Government will surely neither interfere nor give assistance to the British employees of that Company and the Chinese Government can therefore in accordance with Memorandum deal with them with a strong hand and have them expelled. Again, it was stated that local caterers had received a contract to supply some 300 men or more with daily rations at a uniform rate of \$60 per head per month. That is believed to be a well-founded statement; but until the works appear the caterer is likely to remain idle. The importance of the question to the unemployed is obvious. Already a number of Europeans who were without work in Hongkong, or thought they would better themselves by being first on the scene when work started on the railway, have gone to Canton in expectation of being employed within a few days. But it seems that no sooner is it definitely stated that work is about to commence than some hitch occurs, and it is again postponed sine die. A report, which was far from cheering to those who are waiting Micawber-like "for something to turn up," announced that it had been determined to enlist no employés from the Philippines or from Hongkong. The reason assigned for this resolution was that the railroad men in the Philippines had proved themselves incompetent, careless and costly; while the workers likely to be found on Hongkong were inexperienced and untrustworthy. Whatever truth there may be in these rumours and reports, there can be no doubt that the resumption of work on the Canton-Hankow railway is agitating a very considerable number of the community. There are larger questions at stake than the engagement of a few unemployed, but for the present their hopes and fears are of immediate import, and are significant of the state of affairs. What good fortune this is to myself and the situation!

TELEGRAM FROM VICEROY YUAN
TO THE WAIWUPO.

I find in the first clause of the "Warrant of Transfer" the words "to hand over all the places for possession forever;" it is evidently a deed of sale. How then is it to be ignored if it has not been cancelled? According to the Memorandum, the Company is to be registered by British Law as a Chinese and British Corporation, which does not mean the restoration of the property and grounds, to China, and as half of the power is to go to the Britishers, it is a matter of course that the Chinese authorities cannot recover the whole power. Again, it is provided in the Memorandum that a Board be formed in London. How can the Chinese Director-General or Manager have the same power as before the trouble? It will be just as Chang Yi mentioned in his telegram of the 2nd day 2nd Moon "Chinese in form and foreign in reality." If this is so they have again played him a trick. Since the British Law Court has given the verdict, nothing further can be done by Chang Yi in England. It seems better to comply with his telegraphic request and appoint a high official to take charge of the Mining Company and order him to return to China for the handing over; so that it can be ascertained clearly, how much is really left to him.

TELEGRAM FROM WAI-WU FU TO
VICEROY YUAN.

Referring to the case, though judgment has been given by the British Court, it is reported that the defendants are to appeal; moreover, according to the verdict, it is still a Chinese and British Corporation. If an official is appointed to Chang Yi's place, and we order him to return to China, he will be out of the trouble when anything happens. As the Mining Company is under the Peiyang jurisdiction, you are to arrange and reply.

It seems clear from the foregoing that Chang Yi attempted to make out a better case for himself than is exactly justified by actual facts, or entirely failed to grasp the real significance of the judgment. We fancy, however, that his real object was to escape responsibility, and that he did not really believe the existence of the British Company could be quashed. Viceroys' view of the matter is a testimony to his clear headedness.—P. and T. Times.

MAJOR W. J. Caulfield, 110th Madras, has been promoted to Lieut.-Colonel.

THE English Mail of the 25th March was delivered in London on the 22nd inst.

THE Chinese Garrison at Weihsien was increased by over a thousand men last month.

MESSRS. Morling, Dickinson, Southcott, and Brown, who came by the Lu-Han railway, reached Hankow in 84 hours from Peking.

A SPECIAL notice issued by the Shanghai butchers indicates a serious crisis in the food supply of the Settlement, and one of which the Municipal Council will doubtless take notice.

A NUMBER of picture postcards are going through the post with imitations of Hongkong postage stamps on the picture side. The N.C.D. News has been asked to warn those who send these cards that they cannot be forwarded through the British Post Office, the presence of imitations of actual postage stamps being contrary to the regulations.

Mr. P. Donnelly, lately foreman boiler-maker at Messrs. Farnham, Boyd & Co.'s Pounding Works, has gone for the round trip to Nagasaki and back, and on his return he will take up the management of the new Dock & Engine Works at Kaochangmiao, a new company which has already work on hand to the extent of a quarter of a million taels, says the N.C.D. News.

FENWICK'S CAPITAL
INCREASED.

EXTRAORDINARY GENERAL MEETING.

Shareholders in Geo. Fenwick and Co. have decided to increase the capital of the company by creating 12,000 new shares of \$15 each. An extraordinary general meeting of the company was held this morning under the presidency of Mr. A. Roger, other stockholders attending being Messrs. W. Parlane, Hart Buck (directors), W. G. Winterburn (manager), J. R. MacCorquodale, J. D. Kinnaid, J. T. Andrew, and J. R. Forbes.

The Chairman said.—Gentlemen, this extraordinary meeting has been called at you are no doubt all aware, to propose and if thought fit to pass a special resolution, which has been well advertised in the local newspapers. But before reading, and formally proposing the resolution, I would for your information like to make a few preliminary remarks. In 1902 the Hongkong Government began to put pressure on us to remove from our present works at Wanchai, by giving us notice of two years, to cease pursuing a noisy trade in that locality, and to our surprise on looking up our Crown lease, which is for a term of 99 years, we found it stipulated that no noisy or other objectionable trade should be carried on there. As we are assured that the same trade of engineering etc. had been carried on in the same premises for something like forty years, and as we were not then prepared to cease working or to remove elsewhere, we laid our case before one of the best legal authorities in the colony, and while his opinion was that, seeing this kind of engineers etc. had been so long carried on there, that the company acquired the property to continue the trade then carried on, and which had for so many years been in existence and that the government had registered the company for this specific purpose, that he was of the opinion that we could resist with a fair show of success, if the case came before the court; but that all things considered, he recommended that we should take the earliest opportunity of moving to another locality, and realizing that when the projected reclamation in front was begun, and that we could not possibly get permission to carry on our business on the new reclamation, the present premises would be quite unsuitable for us by being removed so far from the water frontage. Your directors then began to seriously examine various localities, where we might find a new and suitable place, and after much inquiry, examination and consideration, we finally decided that a site at North Point was the most suitable for us, and after some delay in making and agreeing to the necessary arrangements required by the Government, we finally acquired this site. As stated by the then chairman from the chair at one of our ordinary meetings some three years ago, temporary arrangements had been made to finance the scheme, and on the 30th June last, we issued a circular letter to all the shareholders notifying them of the land acquired and of the necessity of increasing the capital of the company from \$15,000 to 145,000, and inviting suggestions from them for our guidance in carrying the proposed scheme through. It is perhaps unfortunate being compelled to call up new capital at this time when money is so scarce; but we trust it may be more plentiful by the 30th June, the date on which payment becomes due. It is our intention to issue 600 shares at twenty-five dollars each fully paid-up, so that each registered shareholder will have an opportunity of taking up one new share for each old share he holds when the new shares are issued. Should we be successful in disposing of our Wanchai property and carrying the proposed reclamation rights will fetch a good price some day soon. The new site we consider a most suitable one, the advantages of having a work on Hongkong side of the harbour are great, and the electric tramway passing the premises have enhanced its value. We have a water frontage of 400 feet, with a depth of about 20 feet at low tide, and are hopeful that with brisk trade in the colony, and good management, the undertaking will be a success; but it must be expected that until the place is completed and in good working order, we can hardly anticipate being able to pay the usual 15% dividend on the increased capital. The new shares will rank equally with the old shares so far as dividends are concerned from the 1st July 1905. I will now read the resolution:—That the capital of the company be increased from \$150,000 to \$150,000 by the creation of 12,000 new shares of \$15 each, that 6,000 of the said new shares be offered to the parties who on the 29th day of April, 1905, shall be members in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the company either (without interest thereon) on or before the 30th day of June, 1905, or (with interest thereon) at the rate of 5% per cent. per annum, from the 30th June 1905, to the 1st August 1905, or for such lesser period as the directors shall from time to time or at any time determine on or before the 1st August, 1905; and that the remaining 6,000 new shares be offered to such parties at such time or times and upon such terms and conditions as the directors shall think fit and determine. If any gentleman present want any further information I will be pleased to give it to the best of my ability.

There being no questions the chairman proposed the adoption of the resolution.

Mr. Korten.—I beg to second.

The motion was carried.

TELEGRAMS.

THE BALTIC FLEET.

[Regular]

CANNONADING REPORTED

OFF KAMRANH.

LONDON, 23rd April.

The correspondent of the Paris Temps, at Saigon, wired at 10.40 on Sunday morning that all the Baltic fleet had left Kamranh.

At noon on Saturday a violent cannonade was heard off the Bay, and it was supposed that an engagement had taken place with the Japanese scouts.

FRANCHE NEUTRALITY.

Four Russian transports are at Saigon. The Governor of Saigon has prohibited four Russian steamers from embarking a large quantity of coal consigned to them, and only permitted them to embark sufficient for a voyage.

The steamship Chouval which arrived here to-day from Bangkok reports that a Fleet of 17 vessels, supposed to be the Baltic Fleet was sighted off Kamranh Bay five days ago. The Fleet was lighted up, and, according to a passenger's statement, was coaling.

Captain Frans, of the German ss. Quinta, which arrived in port to-day from Saigon, reports that shortly after leaving that port on the 21st inst., he sighted four Russian transports which were then taking in their anchors. They did not signal the Quinta which proceeded on her way. On the 22nd inst., at one o'clock in the afternoon, when off Kamranh Bay, he sighted eight men-of-war and a great number of transports and other vessels in the inner bay. One of the men-of-war was patrolling outside, but did not speak the Quinta.

[N. C. Daily News.]

JAPANESE DEFENSIVE MEASURES.

TOKIO, 17th April.

The Japanese authorities at Gensan, Korea, have announced the establishment of a defensive zone there, warning seafarers of the danger of navigating at a speed of over five knots.

GUARDING THE GATE.

TOKIO, 18th April.

A naval defence zone has been gazetted in respect of the Tsugaru Strait.

NEWSPAPER OPINIONS AND SURMISES.

The papers point out the probability that the Baltic Fleet was anchored at Kamranh earlier than 14th inst., and question whether France will allow them to remain in that harbour. The Japanese would not like a second Madagascar performance within the probable area of operations.

The Jiji Shinpo goes the length of suggesting that the fact be notified to England in accordance with the provinces of the Alliance. The Kokumin says that the taking refuge by the Baltic Fleet in a neutral harbour, combined with other indications, raises a doubt whether Admiral Roshdiesvensky is actually prepared for a fight; he will probably endeavour, the paper thinks, to reach Vladivostok without paying his respects to Admiral Togo.

ACTIVITY OF THE JAPANESE SCOUTS.

OSAKA, 19th April.

A Saigon telegram says that the Japanese fleet has captured a number of colliers off Saigon.

THE ARMADA AT KAMRANH BAY.

TOKIO, 19th April.

The Japanese papers, including the K'ummin, are writing very vigorously about the Kamranh Bay scandal. They point out that it is quite possible that Admiral Roshdiesvensky made previous arrangements to take refuge there. They say that Japan sincerely desires France's friendship, but France must be sensible of the extreme unadvisedness of permanently alienating the good will of Japan. Japan will not commit suicide in the interest of the European politics of the Quai d'Orsay. No quibble now will be listened to.

Some of the papers urge that Japan should recognise that the safety of the country is the supreme law.

I hear that there are indications that the Baltic Fleet intends staying at Kamranh Bay until the 7th of May, using it as a base from which to overhaul merchantmen.

It is alleged that Russian transports are plying between Saigon and Kamranh Bay, hoisting merchant flags.

OSAKA, 26th April.

TELEGRAMS.

[Reuters.]

The Resignation of M. Delcasse.

LONDON, 23rd April.

President Loubet has summoned M. Delcasse, in an endeavour to personally induce him to withdraw his resignation. M. Blérin, the minister of instruction, has expressed his conviction that the matter will be arranged.

The German Mission to Foz.

The German Mission is preparing to start for Foz; the tribes along the road are arranging great festivities in its honour.

A CURIOUS STOWAWAY CASE.

Remanded from last week the case in which eight Chinamen were charged with being stowaways on board the s.s. *Nicomedie*, with intent to obtain passages from this port to Portland, Oregon, was called on again before Mr. Hazelton, of the Magistracy this morning. The men admitted that they were on board the steamer, but not with the intention alleged against them, as they had arranged with one Ah Ping, a seaman of that vessel, that they should pay what money they could and work on board during the voyage to square off the balance of the passage money. In this way some of the men paid Ah Ping \$50, and agreed to work out the balance, the fare being \$10, while others declined to work and paid \$100 in full for their passages. They had no tickets or receipts, as Ah Ping had told them they would receive them on board. The men had all been in America before, and wished to return there, but they did not all have sufficient money, and they thought that the arrangement to work part of their passages was quite usual and regular. They did not intend to defraud anyone or do anything wrong.

Ah Ping was then charged with aiding and abetting the men in stowing away.

His Worship said it was clear that the men did not go on board with any wrong intention; they all agreed to be rather stupid, and there was no doubt that Ah Ping, taking advantage of their stupidity, had duped them. They could not be held to be stowaways in the legal acceptance of the term, for the moment they found they were not to be treated like ordinary passengers, but to be hidden away by Ah Ping, they refused to submit, and it was the fuss they made over the absence of any bedding, food, or their own belongings that attracted the attention of the officers of the vessel to their presence on board. They were all accordingly discharged.

Mr. P. W. Goldring appear for the *Nicomedie's* stowaways; Mr. R. Harding for the first, Mr. H. K. Holmes for the second, and Mr. Otto Kong Sing for the third aiders and abettors.

Mr. R. Harding then rose and, on behalf of Ah Ping, said he must be discharged too, as if there was no stowing away there could be no aiding and abetting thereof.—His Worship said it was a difficult point, as undoubtedly Ah Ping had acted "with intent."—Mr. Harding observed that it was possible that Ah Ping had an arrangement with the officers of the *Nicomedie* to get passengers at what fares he could and make them work out their passages.—His Worship said if the vessel were returning here within two weeks he would remand Ah Ping, but he could not do that now, as the *Nicomedie* was not expected back for over three months. Inspector Langley applied that the charge against Ah Ping be amended to one of obtaining money by false pretences.—Mr. Harding argued that that case could not be proved without the evidence of the officers of the vessel.—His Worship said he would adjourn the case, allowing the accused very small bail to appear when called up, the police to notify him within a week of the expected arrival of the *Nicomedie*. Bail fixed at \$5 cash.

A CASE FROM SINGAPORE.

Inspector Langley then placed nine Chinamen before His Worship, charged with having stowed away on board the s.s. *Lightning* in Singapore, and thus obtained passage thence to this port without paying for same. The Inspector applied for a remand, for investigations into their antecedents, as the captain of the s.s. *Lightning* had reported that, just prior to her sailing from Singapore, a detective came on board to place two men ordered to be deported from that place on the ship, and stated that a number of prisoners had escaped from the Singapore gaol the previous day, where they were awaiting their trial on the charges of murder and other serious crimes, and it was necessary to communicate with the Singapore police regarding the nine men in question. One of the men bore the marks on his wrists of manacles, which had evidently been forced over his hands. A remand was granted.

Not content with being a stowaway Ching Kwong wandered around the s.s. *Lightning* and annexed the clothing of a bond side passenger. Mr. Orme sent him this morning to two months' hard labour and six hours in the stock; and to be returned to Singapore at the expiration of his sentence.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 25th at 11.55 a.m. the barometer has risen slightly on the E. coast of China, fallen over Japan and S. China.

The depression is moving NE. in the S. part of the Sea of Japan.

Gradients are slight generally on the China coast and light to moderate SE., breezes may be expected in the Formosa Channel and N. part of the China Sea.

Forecast—Light SE. breeze, fair.

THE DOCK COMPANY.

AND THE FLEET.

THE ESTABLISHMENTS A FACTOR IN ITS EFFICIENCY.

[From A Correspondent.]

The recent piece of work which was successfully undertaken by the Hongkong and Whampoa Dock Company in connection with the refitting of both the *Albion* and *Glory* stands out prominently at a time when it is of the utmost importance that the capabilities of Hongkong in this respect should be tested.

It appears that serious defects had been found to have developed in the guns of both these ships in a most unexpected manner, it being most pronounced in the *Glory*.

As we understand it, it is only the turnings which are really noticeably affected, and the cause of it seems to be traceable to the copper driving band which encircles the base of the projectile and which, cutting into the rising of the gun as the projectile is forced through the muzzle, imparts the rotary spin to it which keeps it true and straight as an arrow during its passage through the air.

The temperature of cords in an enclosed space, such as the chamber of a gun, is enormous and if it was not almost instantaneous would actually melt the steel wiring of the gun; as a matter of fact, it actually does wash out a minute skin of steel and reduces the muzzle velocity by a few yards every time the gun is fired.

But the melting point of copper, being a good deal lower than that of steel, the effect on the driving band of the projectile would be proportionately greater and the surface would become at any rate considerably softened.

We might, therefore, reasonably expect the driving band to wipe itself on the lining of the gun and leave a trail of copper deposited.

This apparently, what has occurred, only that about the centre of the gun, where the temperature, due to the highest pressure, would be greatest, a constriction has formed, the copper being more thickly deposited here than anywhere else.

It must be remembered that as these guns are wire guns and therefore have a certain amount of spring in them, the copper would be deposited when the gun was slightly expanded from the pressure, and consequently as the bore assumed normal dimensions again the added thickness of copper would cause the constriction before mentioned. It therefore became necessary to replace these guns by others from the reserve store. Now the removal of a fifty-ton turret gun and the placing of another in its stead is no mean piece of work. It must surely gratify to the Colony no less than to the Naval Authorities that the Dock Company were equal to it.

The gun is secured to the mounting by means of steel bands encircling the chase. These had first to be removed and the gun lifted hydraulically from its bed; huge wooden chocks were placed under it, to take the weight while a large wire hawser was passed several times round and knotted as a sling. A piece of timber placed in the knot prevented it from jamming so tight as to prevent it being subsequently unknotted.

A difficulty now presented itself in the fact of the large shears of the dockyard not having sufficient rake to plumb the centre line of the battleship. This was got over by rigging a secondary pair of sheer legs supported by the first and composed of heavy beams of timber securely lashed at the heel. It was so arranged that these beams of timber would be subjected only to a crushing strain which can be best illustrated by the simile of a bow and arrow when the bow is at tension. A second difficulty remained in the fact that the guns could not be lifted direct, but had to be moved from under the turret roof, and this was got over by moving the whole ship in a fore and aft direction as soon as the weight had been taken and reversing the operation when the guns were replaced. No hitch occurred in either of the ships. The great guns were removed and fresh guns placed in their stead without any fuss whatever and both operations were carried out in a single day for each ship.

When one thinks what this might mean in war time the importance of it is obvious.

Already the home Government are awakening to the capabilities of private firms and the advantages of subsidising.

There is certainly a good case in point. The erection of plant sufficiently powerful to carry out such an operation in the Naval Yard would be a sore burden on the taxpayer seeing that it would be seldom required and yet must be maintained in good order. Nor is this an isolated case by any means and the assistance of the Whampoa Dock in Hongkong is no small item in the efficiency of the China Fleet and the defences of the Colony.

WANTED IN SIAM.

An application was made before Mr. F. A. Hazelton at the Magistracy this morning, on behalf of the Siamese Government, under the Fugitive Offenders' Act of 1881, for the extradition of one Kam Rao, late a station-master in the employ of the Royal Siamese Railway Department, who is wanted in Siam, to answer to a charge of feloniously stealing and converting to his own use 600 Ticals, the property of the said Railway Department.

Ans.—The personnel, I am not at liberty to give. The financial standing of the Syndicate is undoubted, and it was definitely constituted in September of last year when the offer was made.

Ans.—What was precisely the nature of the original firm offer and by whom was it conveyed?

Ans.—The nature of the offer was given to you in a circular dated September 20th. The offer was conveyed by a member of the Syndicate.

Ans.—Is the Syndicate's present offer in a definite form and unconditional, is there any time limit?

FARNHAM, BOYD & CO., LTD.

INTERESTING CORRESPONDENCE.

THE PROJECTED SALE.

SHAREHOLDERS TO BE SAFEGUARDED.

In connection with the special telegram from our Shanghai correspondent published last week, the following correspondence will be read with interest:

Shanghai, 13th April, 1905.
J. R. TWENTYMAN, Esq.,
Managing Director.

Messrs. Farnham, Boyd and Co., Ltd.

Sir,—The present offer is as per circular sent out to the shareholders, dated April 13th. We refuse their offer as advised, and are not aware of any time limit.

4th.—What do the Directors recommend in regard to the present offer? What steps, if any, are being taken as regards future negotiations?

Ans.—The Directors refused the offer. No steps are being taken by the Directors in regard to future negotiations, but a telegram was received from the Syndicate here on April 13th, that another proposal had been mailed to us. We are now waiting its arrival.

In conclusion, I have consulted with my Directors as to the advisability of convening a meeting regarding the Company's business and prosperity, but they do not consider it necessary to do so, as the annual general meeting is close at hand, at which all the points you have raised can be discussed, if you should still think it advisable.—Yours etc.,

J. R. TWENTYMAN,
Managing Director,

S. C. Farnham, Boyd & Co., Ltd.

Shanghai, 20th April, 1905.

J. R. TWENTYMAN, Esq.,
Managing Director.

Messrs. Farnham, Boyd & Co., Ltd.

Sir,—We have to acknowledge receipt of your letter of the 13th instant, in reply to ours of the 13th.

Notwithstanding your refusal to comply with the reasonable request contained in that communication and with a view to obtaining for the matter the general attention it deserves, we are forwarding the correspondence for publication in the press. We would observe that under Clause 6 of the Company's Articles of Association we are entitled to insist on the calling of the extraordinary meeting, which in our letter of the 13th we requested you to convene.

Your letter, under reply affords, we think, by its matter and manner, further proof of the necessity for introducing an independent element into the directorate of Messrs. S. C. Farnham, Boyd & Co., Ltd. In expressing this individual opinion, we take leave also to observe that your conception of the principles which should govern the relations between the Managing Director of a public company and the Shareholders (whose interests he represents) is not of a nature to meet with general acceptance.

We have no doubt that those whose interests are immediately concerned, will at the forthcoming general meeting express dissatisfaction with the existing condition of affairs, and will insist on being afforded full and definite information in regard to negotiations which seriously affect their property.—We remain, etc.,

J. O. P. BLAND,
C. J. DUDGEON (by his attorney
F. Anderson),

C. R. BURKILL,

A. W. MAITLAND,

P. W. IRVINE,

F. E. TAYLOR,

T. MORGAN PHILLIPS,

W. BRUCE ROBERTSON,

J. M. DICKINSON,

L. C. B. EDMONSTON.

THE "HARDING".

The R.I.M.S. *Harding*, Commander G. S. Hewitt, arrived from Karachi on Saturday with the 129th Baluchi's on board. The officers of this regiment are Major Hatch, Lt. Usster, Cook, Major Parker, Lieuts. Burton, Western, Major Price, D.S.O., Lieut. Hamer, Dalziel, Maclean, Dill, Capt. Gibbs, I. M. S., and Mrs. Gibbs, 10 Native officers and 788 rank and file. There are on board the 10th Infantry with the following officers:—Capt. Kreckenbeck, one native officer, and 114 rank and file. Also the 47th Sikhs, Lieut. Talbot, one native officer and twelve rank and file. The 4th Dogras, Lieut. Fleming, one native officer and twelve rank and file. Lieut. Hordern, R.E., was also on board.

25 Cents per Pound.

Hongkong, 25th April, 1905. [45]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case, whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claim will be admitted after the goods have left the Godowns.

L. S. LEWIS,
acting Superintendent.

Hongkong, 25th April, 1905. [45]

Intimation.

To-day's

Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain —, will be despatched for the above Ports, on or about MONDAY, the 1st May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905. [7]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA."

Captain—Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf, and Godown Co., Limited, and stored on Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st May will be subject to re-sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May at 1 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIQUE LINE,

Hongkong Office.

Hongkong, 24th April, 1905. [10]

Intimation.**THE HONGKONG TELEGRAPH.**ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch; and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
£1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily, should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.**PAMPHLETS.****CARDS.****CIRCULARS.****EXPRESSSES.**

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH**OFFICE.**

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.

Ice House Road

Hongkong

Shipping.**ARRIVALS.**

Prinz Eitel Friedrich, Gen. ss, 500t, E. Pohl,
24th April.—Yokohama 15th April, Mails
and Gen.—M. & Co.

Lightning, Br. ss, 2,222t, J. G. Spence, 24th
April.—Calcutta 8th April, Penang and
Singapore 19th, Gen.—D. S. & Co., Ltd.

Zafiro, Br. ss, 1,615t, R. Rodger, 24th April,—
Manila 22nd April, Gen.—S. T. & Co.

Beechley, Br. ss, 2,465t, April—Coals.—Order.

Kamor, Nor. ss, 770t, S. F. Minus, 24th April,
Chafou 19th April, Gen.—Mr. A. Burne.

Hoi, Br. ss, 705t, Godneue, 24th April,—
Haliphong and Holoway and
Kwong-chow-wan 23rd April, Gen.—A. R.
M.

Planet Venus, Br. ss, 4,000t, H. G. Simmies,
R.M.E., 24th April.—Antwerp via London
24th April, Gen.—N. Y. K.

Chowai, Ger. ss, 1,105t, H. Textor, 24th April,
—Bangkok 18th April, Rice—M. & Co.

Emma Luyken, Ger. ss, 1,160t, H. Martens,
24th April—Java (Pekalongan) 16th April,
Sugar—Chinese.

Hongkong, Fr. ss, 730t, A. Sutoni, 25th April,
—Haliphong and Holoway 24th April, Gen.—
A. N. M.

Vensang, Br. ss, 1,128t, P. H. Rose, 25th
April.—Manila 22nd April, Gen.—M. &
Co.

Ceylon, Br. ss, 2,627t, C. F. Lockstone, R.M.E.,
25th April.—Yokohama 11th April, Gen.—
P. & O. S. N. Co.

Clearances at the Harbour Office.

San Chong, for Canton.

Iki Verde, for Macao.

Ruangan, for Shanghai.

Tramonti, for Moji.

Ihaka, for Chinkiang.

Dileid, for Shanghai.

Hongkong, for West River.

Holining, for Shau-nu-tsung.

Borneo, for Kudat.

Pundua, for Amoy.

Jacob Diederichsen, for Hoiloway.

Kaisau, for Singapore.

Vingting, for Canton.

Tak Hing, for West River.

Brang, for Swatow.

Planet Venus, for Yokohama.

Taming, for Manila.

Glenfalloch, for Amoy.

Shun Lee, for Kongmoon.

Chukong, for West River.

Chukong, for Chikwan.

Senegambia, for Yokohama.

Bhundistan, for Shanghai.

Departures.

April 25.

Tremonti, for Tacoma.

Hallan, for Pakhol.

Diamed, for Shanghai.

Marie Valerie, for Shanghai.

Frang, for Tientsin.

Taming, for Cebu.

Jacob Diederichsen, for Haiphong.

Passengers arrived.

Per Lightning, from Calcutta, &c.—Dr. S. J.

Mancor, Messrs. A. E. Morgan, E. J. Moon,

A. M. Hellins, S. Easik, A. R. Page, J. Benito,

200 Chinese, 1 Japanese, and 7 Indians.

Per Zafiro, from Manila—Rear-Admiral

Miller, U.S.N., Mr. and Mrs. C.

Haifel, Mrs. M. E. Polley and child, Mrs. W.

H. Anderson, Mrs. S. T. Hauston and child,

Miss Kate Woods, Master Putnam, Mrs. A. N.

Force, Mrs. G. C. Sellner, Messrs. J. N. Force,

W. I. Handy, H. B. Pond, Dr. J. G. Sibley, Mr.

H. C. Anderson, Messrs. Emil E. Weise, S. T.

Hanston, Mr. and Mrs. A. E. Robinson, Capt.

Sawyer, J. S. N. Am. Capt. Drake, Cuttins, U.S.N.,

Misses M. and B. Wyeth, Bartlett, Steedley,

Marshall, Mrs. Wyeth, Lieut. Comdr. Craven,

U.S.N., Capt. Briggs, U.S.N., Mrs. Hempstead,

Lieut. K. M. McNeil, Messrs. Du Cuy Tong,

R. R. Landen, S. N. Sen, S. W. Weaver, C. N.

Bernhardt, Dr. C. M. Oman, U.S.N., Lieut. J.

W. Omen, U.S.N., Mr. and Mrs. J. L. de Leon,

Master J. de Leon, Mr. Alberto Barreto, Miss

W. H. McDonald, Capt. Very U.S.N., Capt.

Lyons, U.S.N., Messrs. Zee Tai On, Cheng Toy,

J. Liud, H. C. White, F. Obrien, Mr. and

Mrs. Baras, Miss Robinson, Messrs. H. S.

Hodgson, C. A. Newbaker, Sy Chu, and 49

Chinese.

Per Chevalier, from Bangkok—Dr. Hampson,

and Miss Brown.

Per Yunnan, from Manila—Mr. and Mrs.

Kilmann, Messrs. Burns, Mathias, Harris,

Kempster, Wellington, Bishop and Mrs. Oldham,

Mr. Lunan, and 19 Chinese for Amoy.

Per Ceylon, for London from Yokohama—

Miss Birnstingl.

From Kobe—Master and

Mrs. A. N. Haswell, and Miss Harrel.

From Shanghai—Mr. and Mrs. G. V. Marshall

and infant, Mr. and Mrs. W. Harris, child and 2

infant, Miss Holton, Mrs. Leo Smith, Mr. and

Mrs. F. E. Hodges and native servant, and

Master J. E. Law.

Shipping Report.

Str. Kaisau, from Shanghai.—Strong NE.

winds, attended by heavy rains.

Str. Yunnan, from Manila.—Moderate N.

Ely winds, moderate sea, fine weather.

Str. Zafiro, from Manila.—Fine weather

throughout, light to fresh NE. wind, and heavy

Nly. swell.

Str. Emma Luyken, from Java.—Fine weather

outside, strong NE. monsoon, and high

NE. swell.

Str. Zafiro, from Manila.—Fine weather

throughout, light to fresh NE. wind, and heavy

Nly. swell.

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